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The Pittsburgh Press

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MONDAY, NOVEMBER 3, 1958

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2 Pittsburghers In Russia

Three Generations Jam Two Rooms In 'Typical' Apartment At Leningrad

Ivan Works 2 Months For Coat, 10 Days To Buy Stockings

This is the first of a series of six articles on the Soviet Union as it appears to the American tourist today.

Two Pittsburgh business men, W. J. D. "Dave" Bell and W. C. "Bill" Massey, returned recently from a 20-day vacation in Russia, during which they visited the three major cities of the nation and talked to thousands of people.

They kept away from official Intourist guides, went out to see conditions for themselves and met the Russian people in their own homes.

In today's article they describe living conditions, wages and prices in the Soviet Union.

By MICHAEL HOLMBERG

The room was roughly 15 feet by 12. The smaller room on the other side of a long curtain was less than half the size.

With Mr. Bell and Mr. Massey in it the room was crowded, for there were five other people in it as well. It was their home.

It was just a typical apartment in Leningrad, one of the 30 or more which the two Americans visited to see the Russian people in their own homes.

They had taken long rides in buses and taxis, looking for houses, looking for suburbs. They found none. The city—every city—changed suddenly from a skyline of huge apartment buildings to a view of tiny shacks in open fields.

It was as though someone had taken an axe and chopped off the city as the guillotine chopped off heads in the French Revolution.

No Privacy

In the two crowded rooms in Leningrad lived a father and mother, aged about 55, their son and daughter-in-law, aged 30, and their one-year-old grandchild. There was no space, no privacy.

Over the big round table in the center of the room hung a lamp, its dim 25-watt bulb shaded with a silk fringe.

It was a dark apartment so the light was on at noon, shining sadly on the threadbare oriental carpet, the dark-painted walls and the scuffed floorboards of past generations and more recent heroes—Lenin and Stalin.

It was no better and no worse than thousands of other apartments in the city. The government had said everyone was entitled to a minimum living space of nine square meters (10.7

as do most families in Russia.

Over the years the three families have worn valleys in the kitchen floor. The women cook enough food to last for several days, then warm it as they need it on a small hotplate in the apartment.

There is a desperate shortage of living space in the Soviet Union. Hundreds of apartment blocks have gone up since the war and there is a vast program to put up hundreds more in the next 20 years.

But Mr. Bell and Mr. Massey found that the proud new blocks—'which also looked old by our standards, although they were supposed to have been built in the past five or six years'—were almost as crowded as the old ones.

Even in these, two or three generations shared an apartment and three or four apartments shared a bathroom and kitchen.

One-Way Lift

The pride and joy of Kiev is a 12-story apartment building which stands on a three-story platform.

"There's one elevator," said Mr. Bell. "You ride up but you have to walk down. The elevator doors are locked and the janitor has the only key."

Talking in the people's homes, eating their cakes and drinking their tea, the Pittsburghers discussed food, jobs, salaries and prices.

They found it impossible to compare Russian and American standards of living by converting rubles to



Pittsburghers meet Russian mother, daughter in Kiev apartment.

Reds Follow Party Line To The Letter

By contrast with the cramped conditions in Russian homes, Mr. Massey and Mr. Bell were surprised at the Soviet post offices.

"They're really big," said Mr. Massey. "There's plenty of space, lots of chairs and tables, pen and ink for everyone and they're open all day on Sundays. They're always crowded."

For some reason a pre-stamped envelope in the post office costs less than a stamp of the same denomination.

Apparently the Russian government wants to discourage the use of any but its own envelope—it is almost impossible to buy one except at the post office.

get her a cheap cotton dress.

By contrast, it takes only two days' pay for the month's rent and utilities, because of so-called state subsidies which "pay" three times as much. Because the housing is owned by the state anyway, this merely means juggling the books in the Soviet treasury.

No Fancy Meals

While he is working, the Russian pays between four and 13½ per cent of his earnings in income tax. When he is sick he gets free hospital treatment and stays on full pay while he is away from his job.

And when he retires he gets a "good deal" on the Soviet equivalent of Social Security. At 60 (55 for women) he gets 70 per cent of an average taken from his best five years' income.

After a long, hard day at the tractor factory (the average Russian comes home to a pretty dull, unimaginative meal).

"They are not good cooks," Mr. Massey said, "but then they don't have a great deal with which they can be good cooks."

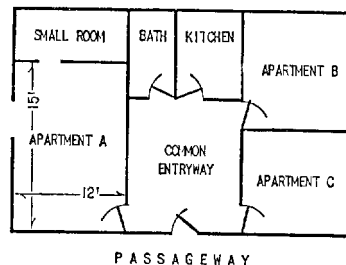
Shopping in department and drug stores, Mr. Bell and Mr. Massey picked up five-cent packs of aspirin which no self-respecting American drug house would give as free samples.

Small-Time

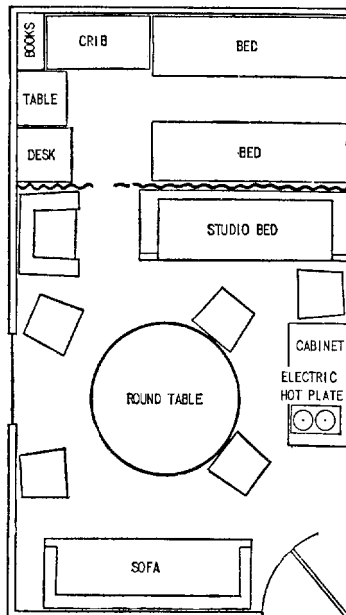
They paid 15 cents for a box of face powder and a dime for a lipstick like a child's crayon. If Russian women want to splash out they can buy more expensive cosmetics for around a dollar.

We tried out the powder an lipstick on one of the women writers on the Press. Her verdict:

The powder was colorless. The texture was not too bad.



How tiny apartments are crowded together.



Sketch shows cramped apartment for five.

They'd tried to get a gardenia scent, but without much success.

"The lipstick was greasy and I doubt if it would stay on. You'd probably have to keep blotting it. It's rather like the type of lipstick a young girl buys here when she first experiments with make-up."

The travelers also brought back some cigarettes. The cheap brand, named after

the Sputnik dog, Laika, sell for 40 cents a pack. Moscow Brand, the commissars' special, cost 75 cents and have shiny gold tips.

We tried these out on some of the male reporters and asked for comments on their probable contents. Unfortunately, their remarks cannot be repeated here.

NEXT: Russian Recreation.



Leningrad women at state-owned fruit stand.

square yards). Like most families, this one was down close to the minimum.

'You're There'

Mr. Massey and Mr. Bell saw no new looking furniture in any home they visited. "If you got the stuff your grandmother gave you and assumed it wasn't too hot to start with and she'd had a lifetime of wear out of it anyway," said Mr. Bell, "you'd be there."

The family in the tiny apartment in Leningrad shared a kitchen and bathroom with the occupants of two other apartments,

dollars. A better guide is the time a man must work to buy what he needs.

The average sales clerk or skilled factory worker has to work two weeks to buy a pair of shoes "with soles that look as thin as paper" and two months to buy a raincoat that would go here for about thirty dollars.

He must work more than a month to buy a washing machine or vacuum cleaner, five days to buy the cheapest hat, 10 days to get his wife a pair of silk stockings—there is no nylon—and a week to

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2 Pittsburghers In Russia

Soviet Spent \$19,000 To Wreck Bolivia

Industrial Warfare Exposed As Lethal Weapon Against U. S.

By MICHAEL HOLMBERG

This is the third of a series of articles on Russia today, as seen by two Pittsburgh businessmen, W. J. D. "Dave" Bell and W. C. "Bill" Masseth.



Mr. Bell



Mr. Masseth

Today they describe what they were able to discover—during a 20-day vacation in Russia—about the rapidly expanding Russian industry and the threat it presents to the Free World.

It cost the Soviet government just \$19,000 worth of tin to shatter the economy of Bolivia. It took just 20,000 tons of Russian aluminum to force Western producers to make their first price cut in 16 years.

Economic warfare has become an integral part of Russia's plans to spread her power throughout the world. The stakes were never higher.

For although she still produces cars and refrigerators with old American machinery, although her two principal autos are replicas of a 1942 Packard and a 1949 Buick, she is making seven-league strides in heavy industry.

Mr. Masseth and Mr. Bell were allowed in few plants in the Soviet Union, but they had enough glimpses to get some idea of Russia's progress.

Huge Machines

They saw models of huge steel-producing equipment 18 times the size of anything in the Western world. They learned of tremendous plans for giant furnaces—not just paper plans, but plans that really are working.

At a Leningrad mill with electric and open-hearth furnaces, they were told that production is as high as in a comparable mill here—but they wouldn't let us see inside," Mr. Masseth said.

A recent steel industry delegation to Russia did not doubt that some such claims were true. The delegation reported that the Soviet industry, heavily battered during the war, had tripled in output since the war and that its deficiencies were being cleared up.

There are still deficiencies to see. The Pittsburghers found some at a machine tool plant which boasts a Russian name meaning "Leningrad Metal Works, Twice Awarded the Medal of Lenin, Named After Stalin."

Inefficient

The oldest and largest machine tool plant in Russia, it employs 7000 men and produces only two steam turbines a year. According to Mr. Masseth, "a company such as Westinghouse or General Electric can and does produce up to a dozen times that number in a plant the same size."

The equipment was good. It included 30 to 40 pre-war Cincinnati Milling Machines.

"But the plant housekeeping was poor," Mr. Bell said. "There was trash on the



THREAT STARTS HERE—This Moscow building houses Russia's Ministry of Foreign Trade. It is here that assaults on Western economies and price structures are planned.

floor and the trash and scrap boxes were overflowing. The plant looked as if it had grown by having had bits added to it without any long-range layout plan."

"It looked something like an American machine shop of 25 or 30 years ago."

Looking around the plant, they found no safety goggles, safety shoes or hard hats. The lighting was poor. Women janitors were cleaning the floors and mixing cement for repairs.

They found the Russian factory had little labor trouble or turnover, due to a combination of discipline and incentive which makes hard work a social obligation.

'Incentive Plan'

Immediately, suppliers of component parts were told they too must advance their schedules two weeks—or else...

Reds Roll Out Red Carpet For Texan-Type

While trying to talk their way into Russian industrial plants, Mr. Bell and Mr. Masseth found a Texan who was getting the red carpet treatment all round.

A public relations man from an oil company, he had used his firm's Russian type-writer to compose a letter "authorizing" him to go anywhere in Russia and visit any plant.

Doors were opened. Welcoming committees were formed. Hands were shaken. Vodka was poured.

Which was strange, seeing that the letter was signed by the mayor of Lone Star, Tex.

They knew well what the "or else" was. "Firstly, their failure would be published in the plant newspaper," said Mr. Bell. "Secondly, it would be put in the industry-wide papers. Then it would be in Pravda and Izvestia."

A similar method is used to keep employees in line. A worker who drinks too much, for instance, is first warned by his foreman. Then he goes through the same shame cycle of papers, with his photograph well displayed. Finally he is fired and downgraded throughout the industry.

Another big reason for the low turnover of workers is the fact that no man can get permission to move unless he has previously arranged for housing. "Because of the critical housing shortage," said Mr. Bell, "this is an almost insurmountable barrier."

The most heroic act a worker can perform is to exceed his target. There are constant bonuses for this and for suggestions. If the plant passes its goal, everyone in the place gets double pay.

At the great Industrial Exposition on the outskirts of Moscow, the two Americans saw what Russia is doing to make up for the old plants such as the one in Leningrad.

Machinery Tops

The six-year-old exposition—"about as big as the New York World's Fair and brought up to date every month"—shows products of all types of industry, including machine tools and heavy

Reds Forced Cut In Price Of Aluminum

construction equipment that "would compare with almost anything we have in this country."

They saw models of an open hearth furnace which produces 500 tons of steel per heat. Two are now in operation, compared with about half a dozen in the U. S. But Russia will finish 12 more next year and a new 1000-ton furnace is on the drawing board.

Furnaces of this size are often not economical in the U. S. because of fluctuating markets. In Russia, where steel is desperately short, they work at full power all the time.

The newest blast furnaces, they were told, are producing between 2500 and 3000 tons of pig iron a day, which is slightly more than the biggest here. Seven more of these furnaces will be finished by the end of the year.

They saw models of electric furnaces which produce 80 tons of steel per heat. This compares roughly with the biggest in American mills, but the Russians now are building a 180-ton furnace for specialty alloy steels.

The real eye-opener was a model of a continuous casting machine. They were told that Russia has nine of these in operation, each producing 90 tons of semi-finished steel an hour.

Big Ore Reserves

There are no continuous casting machines in the U. S. Britain has three, but the biggest produces only five tons an hour.

"Now the Russians are building 10 more," Mr. Masseth said, "each capable of producing 140 tons an hour."

On top of this, Russia has vast reserves of iron ore. "They have 100 billion tons of proven reserves and the same amount of unproven reserves," Mr. Bell said. "That's enough to last them for centuries at their present rate of production."

Russia obviously needs metals. She continually boasts when she increases her production. Yet now she has started dumping sorely needed metals on the world markets.

"It seems fantastic when they need every pound of metal they can get that they should deny it to their own people and send it out to disrupt the Western market with a few old shots," Mr. Masseth said.

The odd shots so far have been effective. When Russia forced Western aluminum prices down by two cents a pound in March, she did it with 20,000 tons—three-quarters of one per cent of the total annual Western production.

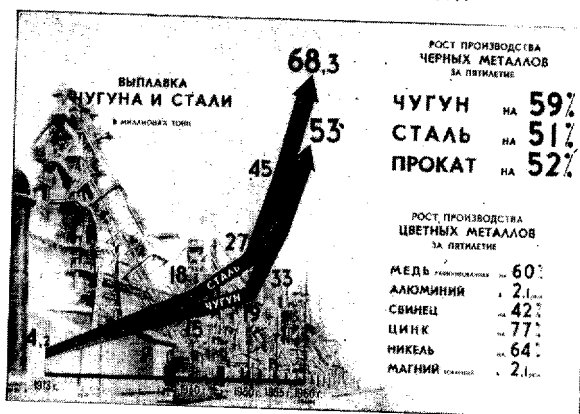
A few weeks ago she struck again, this time with tin.

The world price of tin had been pegged to protect countries which relied heavily on tin exports to hold up their economies.

Russia dumped tin on the world market at 11 cents a pound under the pegged price.

It cost her \$19,000. But it destroyed the economy of Bolivia—an economy which the United States had spent millions of dollars to prop up in the past few years.

NEXT: Traveling in Russia.



RUSSIA'S METAL PRODUCTION is shown in this propaganda poster. Headed "Metallurgy," the poster shows, at left, iron and steel production in millions of tons. The figures on the right show how output is rising, with percentage increases for iron, steel and rolled steel and—in the lower list—copper, aluminum, lead, zinc, nickel and magnesium. "Ha" means "Up." Figures shown as 2.1 mean production has risen 2.1 times.

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2 Pittsburghers In Russia

Soviet Airline Slap-Happy Operation; Cops 'Purge' Streets Of Dirty Autos

Visitors Ride Buses Free—
Thanks To Careless Conductors

By MICHAEL HOLMBERG

This is the fourth of a series of articles on Russia today as seen by the American tourist. It tells of travel conditions in the Soviet Union which are strange to Western eyes.



Mr. Bell



Mr. Masseth

These are the experiences of two Pittsburgh business men, W. J. D. "Dino" Bell and W. C. "Bill" Masseth, who returned recently from a 20-day vacation in Russia.

One of the few real adventures remaining today in dull, drab Russia is the business of getting from one place to another.

To travel in the Soviet Union is to enter a wild

world of airline pilots who fly by road maps, railroads that serve bread and cheese for breakfast and motorists who get kicked off the streets if their cars are dirty.

Dave Bell and Bill Masseth rode 450 miles on a train that stopped every 10 miles to let another go by. They rode buses all over Moscow and no one asked them for their fares.

In "classless" Russia they found four classes of travel and accommodation—but the Russians kept the record straight by giving everyone the same thing anyway.

After the strict schedules and efficiency of Western airlines, the slap-happy methods of Aeroflot, the Russian airline, were a shock to the two travelers.

Slap-Happy Flight

"They don't tell you to fasten your seat belts," said Mr. Masseth. "They don't tell you to stop smoking and there is no light to warn you when they're going to take off or land."

When they talked their way into the pilot's cabin during a flight from Leningrad to Kiev—in a Russian copy of a Convair—they asked to look at the flight charts.

The pilot produced a map exactly the same as the information sheet supplied to the passengers. He was following the railroads and rivers a few thousand feet below.

There seemed to be little or no flight plan for landing at Kiev. Scorning to wait his turn, the pilot slipped past another aircraft, skidded on his tail and dropped the plane on the dirt runway, bouncing half a dozen times before he stopped.

Tea And Apples

It was at Leningrad that the two men discovered the airport officials do not weigh baggage.

"Most of us were on the plane," Mr. Bell said. "They kept on loading baggage into the tail and suddenly it just dropped and sat on the ground."

"The pilot came running out of his cabin and ordered everyone to the front of the plane. When we moved, the tail came up off the ground and he took off. He never even warned us the engines."

He added, "They served tea and apples on the flight. After they'd passed out four cups of tea, there wasn't any more."

Their train from Kiev took 22½ hours to cover the 450 miles to Moscow, an average of 20 mph. Every ten miles it pulled into a siding while another train passed on the single track.

"It was a fine train," said Mr. Masseth. "The cars were clean and comfortable, ex-

cellent by American standards, although the mattresses were a bit thin.

"We thought the Russians had done a pretty good job until we looked up and saw a plaque which said it was made in Germany."

There was no dining car on the train—just an attendant at the end of the car with a small charcoal-burning stove for making tea and coffee.

Tickets Refunded

"We handed in our meal tickets when we got on the train," Mr. Bell said. "Dinner, breakfast and lunch were exactly the same—they came around with a suitcase full of stale bread and cheese and beat-up apples. We kicked up such a fuss when we got to Moscow that they refunded the meal tickets."

At one small wayside station they found a tap giving the only warm water of the trip. While the rest of the passengers and a group of Russian peasants stood gapping, they shaved on the platform, using a station window as a mirror.

The two men came to one important conclusion about Russian travel—"Anyone who goes above third class is out of his mind."

"There are four classes," Mr. Masseth explained. "Deluxe, first, second and third. The inclusive charge is \$30 a day deluxe and \$8 third. Yet in third class you get the same room and mostly the same food as in deluxe and you ride in the same buses as first and second."

Russia Wreaks \$116 Million Loss

Aluminum Hurt By 'Ruble War'

Scripps-Howard Service

WASHINGTON, Nov. 6.—Russia's "ruble war" to seize large areas of the world market from the West has resulted in a 116 million dollar drop in earnings before taxes for the U. S. and Canadian aluminum industry.

Assistant U. S. Commerce Secretary Henry Kearns cited Russia's invasion of world aluminum markets as the move that first revealed the Soviets' economic warfare techniques, which he described as their "greatest threat to our country."

Russia's aluminum output

now stands at about 22 percent of the world total. Russian aluminum was being sold in England last year at about 16 pounds sterling per ton less than Canadian or U. S. aluminum. England's aluminum imports from Russia jumped from nominal amounts to 15,449 tons.

Mr. Kearns said Russia's exports to Britain "could be multiplied 50 times in 1958 if the Soviet Union had not voluntarily agreed to a 15,000-ton limitation." The agreement followed threatened British anti-dumping legislation.

American and Canadian aluminum companies reacted by cutting their prices two cents a pound, representing a reduction in earnings before taxes of about 116 million dollars a year," Mr. Kearns said. But Mr. Kearns maintained in a speech to the American

Management Assn. in New York late yesterday that Soviet economic aggression in this and other fields "can be stopped, met and conquered by American business and industry."

He proposed an aggressive private business campaign to make world trade an "essential" part of U. S. business structure, even for medium and small-sized firms, and a co-operative business-government effort to market abroad items domestic consumers take for granted.

"The time has come," he said, "for the adoption of the spirit of the Yankee trader—1959 type."

Party Line Sneaks Into Tourist Guide

Traveling around Russia, Mr. Masseth and Mr. Bell relied heavily on three phrase books containing "Useful sentences for tourists."

Two of the books, published in the United States, contained straight-to-the-point phrases such as "Where can I get the bus?" "Bring me a steak, medium rare" and the ever-useful "How much?"

But the earnest Russians had decided apparently that their guide would contain phrases which were really useful. A typical example: "I am a member of the All-Union Lenin Young Communist League; we fight for peace and brotherhood."

"About all you get extra in deluxe is the right to a private car and interpreter—and who needs that? They only take you to the places they want you to see."

The travelers stayed in Moscow at the Leningradskii—the newest hotel in Moscow, only five or six years old and one of the seven tall buildings in the city.

Subway Tops

They found it looked like something left over from Victorian days. The lobby was ornate, but there was nowhere to sit down, and its main feature was a small news stand "full of propaganda."

But they had high praise for the five-cent Moscow subway, which brings a light blue, air-conditioned train every 32 seconds. All public transportation in the city, they agreed, was "superb; better than any city in America."

The four old-fashioned elevators—only two working at a time—hold five people each. "And you can't walk up or down the stairs," Mr. Bell said, "because they keep all the doors locked."

How were the rooms? "Comfortable but old-fashioned. The bathroom fittings were Victorian and the hot water ran out about eight o'clock every evening."

On the Moscow buses, which run every few minutes, they frequently got away without paying the normal two cents fare. "We would get in the bus," said Mr. Bell, "say good morning to the conductor and just sit there. Sometimes they didn't ask us for the money; sometimes they refused it when we offered it."

"I suppose they figured they were the people's buses so why worry?"

They found the private motorist is not always so lucky. "If he drives into Moscow with a dirty car, a traffic cop stops him and sends him home to get it washed," Mr. Bell said.

Help Yourself

Throughout their travels the two men never had to open a bag for a customs inspector. Formalities were almost nil.

"But we had a time with photographs," Mr. Masseth said. "You can't take pictures of factories or bridges, not even little foot bridges."

"You're not supposed to take pictures of the runways at airports either," said Mr. Bell. "They yelled at us to stop in Leningrad, but in Moscow I asked a woman who seemed to be in charge and she said, 'Take anything you want.'"

"It's the same all the time," Mr. Bell said. "The whole country is so ridden with bureaucracy that one tells you one thing and another tells you the opposite. You just never know where you are."

NEXT: Crowds badger for news of U. S.



View of Leningrad street shows lack of private autos.



Moscow scene shows planning ministry.

The four old-fashioned elevators—only two working at a time—hold five people each. "And you can't walk up or down the stairs," Mr. Bell said, "because they keep all the doors locked."

How were the rooms? "Comfortable but old-fashioned. The bathroom fittings were Victorian and the hot water ran out about eight o'clock every evening."

On the Moscow buses, which run every few minutes, they frequently got away without paying the normal two cents fare. "We would get in the bus," said Mr. Bell, "say good morning to the conductor and just sit there. Sometimes they didn't ask us for the money; sometimes they refused it when we offered it."

"I suppose they figured they were the people's buses so why worry?"

They found the private motorist is not always so lucky. "If he drives into Moscow with a dirty car, a traffic cop stops him and sends him home to get it washed," Mr. Bell said.

"You're not supposed to take pictures of the runways at airports either," said Mr. Bell. "They yelled at us to stop in Leningrad, but in Moscow I asked a woman who seemed to be in charge and she said, 'Take anything you want.'"

"It's the same all the time," Mr. Bell said. "The whole country is so ridden with bureaucracy that one tells you one thing and another tells you the opposite. You just never know where you are."

NEXT: Crowds badger for news of U. S.

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